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## INFORMATION REPORT

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1. The Zurawica transloading station is 2 km north of the Zurawica railroad station and 6 km northeast of Przemyśl. It was exclusively used for freight traffic with the U.S.S.R. The transloading station was equipped with 60 to 70 tracks, each standard gauge track being paralleled by a Soviet gauge track. About 22 loading ramps and eight cranes were available. Transloading operations were performed both mechanically and by hand. An average of 2,000 workers was assigned to each of the three shifts. The transloading facilities at the station were continuously being improved and new storage sheds, loading ramps, etc. were under construction at all times. The Zurawica transloading station handled grain, crude oil and metals arriving from the U.S.S.R. and coal exported by Poland. (1)

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2.   supplied the following information:

- a. The sentries placed at the eastern end of the railroad bridge across the Oder River in Frankfurt/Oder were no longer members of the Polish Militia as in late 1951, but Soviet soldiers.
- b. Four new sidings were completed at the Kunersdorf railroad station which replaced Reppen as a customs inspection point. (2)
- c. A railroad repair shop was observed west of the Posen (Poznan) passenger station.   locomotives were being manufactured there for the Russians in addition to Polish type locomotives. (3)
- d. An electrified railroad line provided with a trolley wire was constructed between Warsaw and Eloniec. The line had not been opened to traffic. The railroad cars and electrical equipment were delivered   (4)

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- e. A new marshalling yard, which according to Poles, was one of the most modern Polish marshalling yards, was completed in Golapki. A single-track bypass leads from Golapki to the Danzig railroad station in Warsaw. This rail bypass must be used by the German locomotive brigades. (5)
- f. A track running to Pilawoc branches off at Wlask Mazowieckie. Polish pilots do not like to operate on this single-track line, the roadbed which is of gravel, because partisans are at large in this region. (6)
- g. Soviet engineer officers are assigned to each Polish regional railroad headquarters. These Soviet officers act as technical supervisors.

3.

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- a. The improvement of the Olsztyn-Czerwonka sector of the Ilawa-Korsze railroad line was completed. Work was still being done at four points on the line sector between Czerwonka and Korsze. Rails 15 to 20 meters long and in their properties similar to S 49 type rails were being laid. Still usable ties were not replaced. The new ties which were laid were steel. (7)
- b. A railroad repair shop was observed north of the Bromberg (Bydgoszcz) passenger station. Locomotives, gondola cars and, recently, many tank cars were being repaired there. (8)
- c. The Gerdanow railroad station was provided with 5 standard gauge and 3 Soviet gauge tracks. On 7 March, about 10 tons of coal and 15 tons of sawdust were available at the station. Sawdust and coal will be issued exclusively to Soviet locomotives at a ratio of 3:2. (9)

4.

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[redacted] that the Russians dismantled all the railroad lines in the Treuburg area in 1945. After 1946, the Poles reconstructed some of these lines, for instance the Lyck (Elk)-Treuburg-Goldap and the Treuburg-Suwalki lines. (10) The four-axle locomotives and railroad cars which operated on the reconstructed lines were delivered by the U.S.A. The Treuburg-Kruglankon (Kruglanki)-Angerburg (Legorzewo) and Treuburg-Garbassen (Garbas) railroad lines have not been reconstructed.

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[redacted] Comments.

- (1) The Zurawica transfer point is almost exclusively used for Soviet-Polish freight. As early as 1939, the station had been converted into a trans-loading point for Soviet-German traffic. After the end of the war the installation was continuously enlarged and improved by the Russians, and many mechanical transloading facilities were erected.
- (2) So far it had only been known that the identity papers of the German railroad personnel and the trains operated by them were checked at Kunersdorf (Kunowice-053/773).
- (3) It is believed that only repair work on locomotives is done at the railroad repair shop mentioned.

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- (4) According to press reports, the Warsaw-Plonie line was put into operation in March 1952. [redacted] 25X1
- (5) Detailed information on the construction of the Golapki marshalling yard was transmitted previously. [redacted] 25X1  
According to available information, the marshalling yard covers an area of about 3,000 x 250 meters and is provided with 42 tracks and 3 signal boxes.
- (6) According to available information, the Minsk Mazowiecki-Pilawec railroad line was dismantled. [redacted] The information on the alleged reconstruction of this line requires confirmation. 25X1
- (7) This item of information is believed to refer to the reconstruction of the second track between Olsztyn and Czerwonka. The information requires confirmation. The 3-49 type rails mentioned are heavy rails having a weight of 48 kg per meter and are used on main railroad lines.
- (8) The existence of a railroad repair shop in Bydgoszcz was previously known. However, this item of information may actually refer to the local railroad car factory.
- (9) According to available information the standard gauge system extends beyond Gerdauen as far as the Insterburg area. [redacted] 25X1  
The Soviet gauge track ends in Gerdauen. Transloading from Soviet to standard gauge is done in Insterburg.
- (10) The reconstruction of these lines was reported previously. [redacted] 25X1  
[redacted]

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